### TALK ABOUT TURF AFFAIRS.

THE COMING WINTER RACING SEASON

IN CALIFORNIA. HORSES BENEFITED BY CHANGES OF SCENE AND CLIMATE-NEED OF MORE MINOR RACE

MEETINGS-SPORT IN ENGLAND AND FRANCE. California is likely to be the scene of some lively the coming winter. William Sims has been engaged to ride for Colonel Daniel Burns at the winter meeting Moses Gunst, of San Fran-

cisco, has been actively engaged in making arrangements for the success of the meetings at that To be sure, Edward Corrigan is on deck in the land of gold, and, consequently, the patrons of racing in California are likely to witness some lively "shindies" should anybody tread on the tail of Corrigan's cont. A large number of Eastern turfmen intend to visit

California in the coming winter racing season, and hence there is a market for horses that have the

Siekness prevails to such an alarming extent at the immediate neighborhood of this city that several owners intend to winter their horses at Saratoga and other healthful places where there is a plentiful amount of snow and an abundance of real wintry

#### THE OLD CIRCUIT.

In the good old days, long since passed away, horsemen usually wintered in the South, and were accustomed to go up the line to Louisville, thence eastd to Saratoga, Jerome Park and Long Branch and back over the same route, attending the fail meetings, and ending the circuit at New-Orleans. The horses that campaign from place to place are kept in the same place for extended periods of time. Horses thrive better when they have frequent changes of scene and climate. The monotony the routine training of the average American and frequently turns rogue, simply on account of the treadmill methods of his trainer. Nobody believe that long journeys by rail made by highly-trained erses are beneficial, but nobody can deny that horse which have raced through the Southern spring circuit or at the meetings held in Milwankee and Detroit are in more robust health and stand training better than the horses that have remained in the same stable all the season, with possibly a few weeks at Morris Park.

#### NO PLACE FOR SMALL OWNERS

The days of the owners of moderate stables of horses are practically at an end. There is no place for The leading racing associations red the dates for their meetings so that each of the other racing associations. It is painful to any lover of racing to hear the lamentations of certain tsmanlike members of a racing club because the shareholders of that particular racing club will have to be contented with a five per cent dividend on predict that more members of the club will be present at the meeting that is to be called to declare the dividend than have been present on any Amer acetrack in the last three years. Racing in this neighborhood is rapidly becoming as monotonous to he racegoers as it is to the unfortunate thoroughbreds, which would race honestly and truly if they were permitted to do so. From spring until fall it is the same old crowd, the same fields, except in the two-year-old maiden races, in which one drops out n each succeeding race.

#### LOSSES OF PLUNGERS.

cording to some of the newspapers, the chief interest of the public is centred in the doings of Riley Grannan, the "boy plunger of the Elkhorn. Saturday the "boy plunger" and the cyclonic plunger from the confluence of the Allegheny and nongahela, widely known as "Pittsburg Phil. empared notes after the races were over. an had lost \$31,000, while the cyclone from the village of smoke" lost \$23,300-a total of \$54,300 cor cributed to the strong boxes of the meek and humde members of the Metropolitan Turf Club.

MEETINGS IN NEW-ENGLAND.

If racing is permitted to continue in this State etings to be held at different cities in the New-England States when the licenses to race are apmeetings are permitted, it will give wners of moderate means a chance, and, sides, it will furnish a school for the education of lockeys in the art of riding. In England there are England in the near future consistent stake-winner nothing short of a fairly consistent stake-winner is able to win enough to pay expenses and a dividend on his purchase price.

# RAMAPO'S HANDICAPS.

Ramapo has been leniently treated in the Ceparewitch and Cambridgeshire handicaps, to be run at the Newmarket October meeting in England. Ramopo is asked to carry 112 pounds in the Cesarewitch and 113 pounds in the Cambridgeshire. The disance of the former is two miles and a quarter and tance of the former is two mues and a quarter and thirty-five yards. The Cambridgeshire distance is one mile. If Ramapo is at his best, he certainly will be a factor in the Cambridgeshire. The racing season, in France has been a decided success up to season, in France has been a decided success up to date. The attendance at the races has been larger than ever before. The trotting meetings have also been liberally patronized, and there is a decided boom in the interests of the trotting horse. It is reported that the racing meetings in France are to be opened to all nationalities. If the reports materialize, many Americans will race horses in France.

JAMES R. KEENES FLANS.

James R. Keene was intensely pleased when Princess Flavia won the Willow Stakes on Saturday. When asked about his plans for the future day. When asked about his plans for the future flavor where said: "I intended to sell all the year-Mr. Keene said: "I inten sell developed horses. We have several creditable performers that we intend to dispose of. We have fifteen yearlings in training at Morris Park, and as many more at Castleton. Some of the fillies that have raced this year are so highly bred that they will be retained as brookings.

A meeting of the stewards of the Jockey Club. A meeting of the stewards of the Jockey Club was held at the Brookiyn track on Saturday, after the races were over. When August Belmont arrives, one of the most important meetings ever held by the Jockey Club will be called and decisive measures taken for the future government of the turf. My son, Foxuali, and light son to our interests to the

MOVEMENTS OF TURFMEN Ochiltree, who has been attending the races at Doncaster, is expected to arrive in this country on or about October 1. J. G. Follanshee Intends to records:

Doncaster, is expected to arrive in this country on or about October 1. J. G. Follanshee intends to visit his training-stables at San Francisco, and afterward visit his cattle ranch at Barbicora, in Chihuahua, Mexico. De Courcey Forbes is at Chihuahua, Mexico. De Courcey Forbes is at Newmarket, England, with Pierre Lorillard. Frederick Gebhard is at Bar Harbor, Me.

Arrangements are being made by the Washington Park Club, of Chicago, to secure legislation for limited racing in Illinois next year. It is the intention of the mangement of the Montana racing circuit to make its meetings for next year more circuit to make its meetings for next year more circuit to make its meetings for next year more attractive than ever before. Edward A. Tipton, attractive than ever before. Edward A. Tipton, attractive than ever before. Edward A. Tipton, attractive than ever before. However, an opportunity to attract the attention of loses an opportunity to attract the attention of horse-owners to the excellent record made at the meetings held last year.

GOSSIP OF THE TROTTERS.

JOHN R. GENTRY THE UNQUESTIONED CHAM-PION OF HARNESS HORSES-HIS TRAINER HOPES TO DRIVE HIM IN

TWO MINUTES.

All eyes in the harness-racing world are now turned toward John R. Gentry, the rising star whose recent marvellous performances seem to indicate that the long-looked-for two-minute horse is in sight. His decisive, brilliant victory over Robert J. and Frank Agan at Fleetwood in the fastest race on record, and his more recent per-formance at Glens Falls, where he defeated Star Pointer and equalled in a race the exhibition record of Robert J., 2:01%, make the handsome son of Ashand Wilkes the undoubted champion of harness

# THE BEST NATURAL APERIENT WATER

# **Hunvadi János**

Prevents Habitual constipation. Hemorrhoids, conse-ALL DRUGGISTS. DO NOT TAKE SUBSTITUTES.

None genuine without the signature of the firm Andreas Saxlehner on the abel

horses, leaving no further honors for him to aim at except the two-minute mark.

Having beaten all of the champions, John R. Gentry will now be trained and fitted with a special view to making an exhibition trip against the watch and placing his name on record in the annals of harness racing as the pioneer two-minute pace he can do the trick when fit and right with all onditions favorable, few horsemen longer doubt With only one or two exceptions, every champion trotter and paper of the last twenty years has made his best record against time, and it is well underfaster in such exhibitions than in actual contests with other horses. Gentry having now cut his record down to within a second and a half of the two-minute mark in the second heat of a race, ex-

time when turned loose for a trip against the watch. formance is not fully shown by the mere tim his mile, 2:014. In order to get a line on what the great side-wheeler may do when specially pointed for a single exhibition heat it must be remembered ern New-York track followed closely after the gruelthe measure of Frank Agan and Robert J. in the heat struggle over Ficetwood was calculated to cept that they are fools. The writer saw two such fine edge of any pacer's speed, and that it occurrences on a recent afternoon in Broadway did so in the case of his two great opponents is in

did so in the case of his two great opponents is indicated by the fact that when Frank Agan and Robert J. came together ass week on the fast track at Providence, the average time of their heats was not better than 20%.

Gentry, on the other hand, went to Glens Falls and paced the greatest mile on record, according to report. It was in the second heat of a race, coming only twenty minutes after the bloodlike little world-beater had stepped off the opening mile in 2009a, the last half of which was paced in 120 and the last quarter in e23%, according to the official time. The pace was comparatively slow in the first half of the second heat, the two stallions going to the quarter pole in 0.33 and to the half in 1:92, a 2204 gait. Them the pace quickened, and Gentry came home in 0.309a, stepping the third quarter in 0.30 and the last quarter in 0.239, a 1:59 gait. From the quarter-pole to the wire ac paced at a rate of speed which if we retained the received.

given as 2::15. If Star Pointer does not lose in form as suddenly as he gained it he ought pose of Robert J and Frank Agan with ease he meets them in the pacing free-for-all at Park, Roston, next Thursday. The followers rness racing are looking forward to this race unusual interest. Although John R. Gentry e in Boston this week, he will not start in the his owner, William Simpson, having decided a give the stallon any more races until the of the campaign. Trainer W. J. Andrews will him to Righy Park Portland. Me. next week Park, Portland, Me, next week ainst time, after which he may r some other fast Western track

Terre Haute or some other fast Western track another attempt to lower his record.

s probable that an effort will be made to bring R. Gentry and Robert J. together in New-at the end of the senson, a special race falked of as a feature of the October ang, which is likely to be held at Fleet-Another special race is proposed for the crack trotters of New-York, Page 22003, and Zandt, 242, while the owner of the pacing the state of the sensor in the s

Cincinnati, Sept. 13.-To-day's game was one proper support been given to him he would have won his game. In only one inning was Chicago able the feature of the game, he making four hits, of them a three-bagger, out of four times at Attendance, 6,000. The score: o bunch their hits off Dwyer was the feature of the game, he

Earned runs—Checkristi, 1, Chicago, 2. Left on bases—Chichicati, 2, Chicago, 3, First base on errors—Chichicati, 3, Chicago, 3, First lase on balls—Off Dwyr, 3, off Griffith, 4, Struck out—Ity Iwyer, 3, by Griffith, 1, Three base lift—Donahue, Two bases hit—Vaughn, 5a, riftee hits—Hay McPhee, Gray, Stolen bises—Burke, Irwin, Double plays—Smith, McPhice and Vaughn, Dablen and Pfeffer, Paesed ball—Donahue, Umpire—Sheridan, Time—1: 6.

### LOUISVILLE, 9: ST. LOUIS, 1.

Louisville, Ky., Sept. 13.-St. Louis could not hit Frazer to-day, and put up such a poor game in the field that Louisville had no trouble in winning. Attendance, 4,500. The score:

runs Localsville, 5. First base by errors, 5. St. Louis 1. Left on base: Louisville, 5. 2. First base on balls Off Hart, 2. off Frazer, 1. Home rurs. Dolan, Two-base hits Murphy, Dever, McStolen bases Clarke, Pickering, Dolan, Hart, lay Cross and Meyers. Umpire Laily. Time

## STATEN ISLAND TENNIS TOURNAMENT.

The annual tennis tournament of the Staten Island Ladies' Club will be held on their grounds, at Livingston. Staten Island, on Tuesday, Wednesday, Thursday and Friday, September 22 to 25. There will be contests in ladies' singles and doubles and mixed doubles, and prizes will be awarded to winners and runners-up in each contest. The matches will be best runners-up in each contest. The matches will be best two out of three sets, deuce and 'vantage. Singles begin daily at 2 o'clock, doubles at 2 and mixed doubles at 4. The Tournament Committee will decide all questions relating to the various contests. The entire close on Saturday, September 19, with Mrs. R. St. George Walker, New-Brighton, Staten Island. Miss Moore, the champion, and Miss Atkinson, the exchampion, will appear in the singles, and possibly also Miss Heliwig, the champion of 1894, and Miss Ferris, who holds the championship of the Hudson River Tennis Association.

exception of the bowling averages, are now plete. The team of the New-Jersey A. C. went complete. through the series without once sustaining defeat, and justly deserves the pennant, while the victories obtained by Staten Island or Monday and Saturday ties that club for second place with Man-hattan, C. P. Hurditch wins the batting prize, while the figures of H. N. Townsend, A. E. Patter-

son and W. D. Hickie all indicate good batting.

The series of the New-York Cricket Association is not yet finished, but the lead of Paterson cannot now be overcome, and the resting place of the John Sanford is not likely to return from Europe pennant is as good as settled. The games of last

METROPOLITAN DISTRICT CRICKET LEAGUE NEW YORK CRICKET ASSOCIATION.

Played Wen. Lost, Drawn. Games won by protest—Paterson, I. Kings Count George's A. C. I. Games lost on protest—Man, B. Games ordered replayed—Manhattan, I. B.

In the league, Hurditch, of the New-Jersey A. C., leads the batters, with an average of 5s. H. C. larke, of the New-Jersey A. C., heads the list in the association, with an average of 34.

THE MYSTERY OF MOTHER IBRAHIM.

From The London Chronicle.

The mystery of La Mère Ibranim bids fair to take rank among such unsolved historical problems as the Man in the Iron Mask, Kasper Hauser and the Chevailler d'Eon. Some few weeks ago this good woman died in the hospital at Vichy, whither she had brought a glorious reputation, insuring her a military funeral at the public expense. She declared it that for nearly half a century she had served as cantinère of the 2d Zouaves, sharing the dangers of the African, Crimean, Italian and Mexican campaigns, losing her husband in the assault on the paigns, losing her husband in the assault on the field of Solferino. M. Carnot, in a southern tour, did homage to this heroine, and M. Faure invited her to the Elysée. In confirmation of her story she produced her medal and her little barrel, which appear to have satisfied all inquiries. On mer death the drams rolled the colors waved and a gailant officer delivered over the grave a stirring and pathetic oracion. No sooner, however, had the tidings of all these great doings reached the quarters of the 2d Zouaves, in Algeria, than they began to inquire about their departed slater-in-arms, and it was presently discovered that no record existed of such a personage. Moreover the lists of women who had received the military medal do not contain her name. Yet the doctors affirm that the body of the deceased bore the scars of many wounds. Public opinion, however, seems to incline to the view that the old lady was never engaged in a more hazardous calling than keeping a newspaper stall at Batignolles. From The London Chronicle.

RECKLESSNESS OF WHEELMEN IN CITY STREETS

A NEW NOISE-PRODUCING DEVICE-THE ILL STARRED PATH BETWEEN PORT JEFFER

RIDERS-THE SIDEWALK

REGULATIONS.

The fatal accident to a woman cyclist a few nights ago seems to have been due solely to herself, and her husband exonerated from all blame the man with whom she came in collision. There may now be increased caution among riders in the city for a time, but the old carelessness will In one the rider was going downtown and cut across the outer track to ride on the cable slot the foolbardy affair held their breaths until the rider was a safe distance away. At Fourteenthst, another reckless fellow crossed the curved tracks at an acute angle just ahead of a car. It was a perfectly insane thing to do. The sight of such an act is a shock to all onlookers. Two or three nights later the writer saw a beginner ride down Columbus-ave, between the two sets of If he wasn't a beginner he rode like one for his wheel swerved constantly. Yet he robeside a cable-car, now a little ahead of it a now dropping back. The following night woman tried to cross Columbus-ave, in front of a car. This was about at Eighty-fourth-st. She slipped and fell By rare good fortune she landed danger. The gripman tried to stop the car, and it just grazed the wheel as she was dragging it away. It is a pity that such acts are not regarded as disorderly conduct, punishable with arrest and They are really akin to bridge small fine.

The nuisance of the gongs which youthful wheelmen attach to their mounts has been referred to in this column. A device which has been suggested, if it has not already been adopted by noise-loving riders, is a chime of bells, of harmonious tones. If the thing goes much further parts of Connecticut and elsewhere, although wholly or comparatively unknown in this city, consists of strips of rubber passed around the diamond frame of a bleycle. The ordinary bands can be used if the front wheel is removed so that they can be put on, or a long strip of rule ber, wound around and around, will serve. The it resembles the buzzing of an approaching trol-ley-car, and is a great mystery to those unfamil-iar with it, especially if there are no street rail-way tracks in sight. This improvised harp has such fascinations for callow bicyclists wherever it is introduced that it will probably rage in New

The beauties of the autumn flowers and foliage now invite cyclists to tours on country roads and nothing more to the point in this respect than lanes. Golden red is in rich bloom and the highways are lined with a wealth of yellow and

More than one person has noted the self-reliance which bleyeling gives women. Many of gives to them. It is not necessary that the young woman should be "advanced," and she may shrink from suffrage and be frightened at a but she will scorn aid in putting he in a rack, and will almost be offende offended if a male companion wants to trundle her A: Rochester-First game: Rochester, 9: Syracities, 4. Se and game: Rochester, 7: Syrasecond game: Rochester, 7: SyraSecond game: Newark, 15: Athletics, 2.
At Paterson-Paterson, 16: Hartford, 4.

her wheel, and be able to tighten nuts and even officers of the village, it now appears, are have to spend half of the time available for their jaunt fixing up her machine. It is a great delight, no doubt, to be met with a pretty smile shining through a woe-begone look, and the explanation that her brother most thoughtlessly neglected to blow up the tires. You attend to this, and then you find that her chain is too loose and cranks against the guard, or that the bearings of the crank shaft are too tight, and bearings of the crain sale was a control of the sale was on, until you have resolved yourself into a "Bicycle Oliver". Of course a charming smile and some pretty words reward you, but if there is another acquaintance whom you like nearly as well, and her bicycle is usually all ship-shape when you go to take her out for a spin. you are likely to prefer her as a companithe helples one, prisingly rare now. However, the type is sur-

This independence often shows itself in an insistence on the part of women that they pay their share of the expenses when on a trip which involves luncheon at a hotel or railway fare. These same women would accept an invitation These same women would accept an invitation to go on a salling party without even a thought that it should be a "Dutch treat." It is amusing to hear the discussions which sometimes arise over the question whether both sexes should be on the same financial footing on these outings. However, the subject is much wider than its single phase which relates to bicycling.

The hopes of a means of communication between the north and south shores of Long Island, across that great space of sand and waste land which stretches over so much of the middle of the island, seem doomed to long delay. There were several projects for cycle paths and the most promising, apparently, was that for a route from Patchogue to Port Jefferson. Both of these places are of considerable size and contain many wheelmen, besides being visited by numerous cycling tourists. The local interest in the path was considerable on both shores, and a fair sum of money was raised. The trouble was not, however, with the intentions of trouble was not, however, with the intentions of the wheelmen, but with the poor arrangements for carrying them out and the difficulties due to the formation of the land. In the first place, there seems to have been a lack of co-operation between the two committees, each giving a contract for its end of the work. The fact was overlooked, too, that part of the route was over farming land, for the necessary consents were not procured nor even asked for. The result was that the farmers in the spring simply ploughed up that part of the path which crossed their fields.

It was thought that the road could be laid out at small cost, as the use of it by wheelmen would make it better and better. The way was smoothed a bit, and trees, shrubs and undergrowth were cut away, the rubber tires being relied on to make a fine surface. The rains came, however, and washed away much of the results of the contractors' labors. A good deal of the central stretch was over a rocky surface, where frost and rain were especially destructive of the primitive roadway that was constructed. The money has apparently been wasted and The money has apparently been wasted, and the cycling fraternity cannot see that it has at

IN THE CYCLING WORLD. be across a barren stretch, so that the through traffic would be almost all that would employ the road. It is a question whether the residents of the two villages can figure out a return sufficient to warrant the spending of the necessary money. The cyclists are likely to vote in the affirmative, and the trolley company organized to connect the two places will doubtless exert a amirmative, and the trong and the trong to connect the two places will doubtless exert a considerable influence. It has among its stock-holders a number of men of importance in the township, whose weight would be in favor of the the rough or sandy surface of the island. If it could place its ties on or beside a fine macadam road, the problem would be much simpler. Any way, it is an anomalous state of affairs that the shores of Long Island should for so much their length be separated so absolutely as

> which have recently sprung into activity is the demand for bicycle racks. Permanent racks have long been used at roadside hotels and "wheelmen's rests" but it is only within a short time that small movable racks have made their appearance in front of shops of all kinds in the cities. They are made to hold anywhere from three to six or eight wheels, and are so construct rack in her town sprang up like magic. It hap-pened that for two or three days, a month or so ago, she did not go to the business part of the place, and on her next visit there were racks in front of nearly all the shops she was in the habit of visiting, and in at least half a dozen stores they were on sale. Racks of this kind are used on laway and are exceedingly convention for on lawns, and are exceedingly convenient those having country houses in places where bi-cycles are much used. Apropos of what was said in this place a week

> ago about valves that leak and cause trouble, it not infrequently happens that a valve which alnot in use will serve its purpose all right when the machine is ridden. The reason for this is that the air pressure on the inside of the valve is increased by the rider's weight and the washer thus pressed firmly into its place, shutting off the escape of air. Of course, such a valve is not a good thing to have, but at the same time a rider may feel reasonably safe in going out for a day's run, even if his tire was "flat" in the morning. In such a case, though, it would be a great mistake not to carry a pump.

> Foot pumps are sold at such low prices nowa days, and do their work so much more rapidly than hand pumps, that they have come into pretty general use, especially where there are two or three bicycles in a family. It makes no differ department stores an inquirer for a hand pump was told the other day: "We don't keep them any more; there was so little demand for them that we didn't think it worth while to add to our stock." Nevertheless, the demand for hand pumps will not dis oppear, for a pump that can be easily carried is a necessary part of the outfit of every thoughtful wheelman. In touring parties it sometimes happens that a foot pump is carried by one or another member for the common use. but it is rather an awkward thing to manage, and who have tried it are not inclined to repea

All rational persons will agree that wherever there is a town or village ordinance forbidding "the limits," conspicuous notice of the require ment should be given. The writer has seen on the road leading to the village of Northport on the north shore of Long Island. All along the main highway on this side of the island there is a smooth-beater track by the roadside, indicating that many bicycles pass that way. About a mile from the centre of the village a them, conscious that in this sport they must rely wholly on their own efforts for locomotion, feel called on to refuse all the little attentions and assistances which the other sex naturally sign is of such a size and so placed that no one but a blind man or a "scorcher" bent over so far as to see nothing but the road immedi-ately in front of him could fail to observe it. In most places where similar notices are posted they are either painted on small signs or printed and attached to trees or fences, and so are likely to escape notice

Nowhere have wheelmen been subjected to more annoyance than in Jamaica, on account o the rule forbidding riding on the walks. The local constable there has made himself especially obnoxious by the methods he has purthan one that a woman should learn to care for to pocket his share of the fines imposed. The mend punctures. Perhaps she is likely to be in-vited out riding oftener if her escort does not that if he received a salary ne would not be that if he received a salary he would not be so scrupulous in making arrests, but would be content to warn any rider who might chance to go on the forbidden place in ignorance of the law. As a matter of fact, the signs of warning to wheelmen in Jamaica are most misleading, and on account of the reputation the place s gained in the cycling fraternity, it is coided as much as possible, although the fa-

> There is probably no hill within the city limits more dangerous than the one on Tremont-ave., between Macomb's Dam Road and Jerome-ave The roadway is smooth, and there is nothing in the appearance of it at the top that suggests danger, but there is a double curve on the way down, and the grade is steeper than it looks The consequence is that many wheel men lose control of their wheels there and come to grief. At the hotel near the foot of the hill it is said that three or four men get into trouble nearly every day, and often take refuge in the hotel to pull themselves together and get patched up. The hotel proprietor has taken the patched up. The hotel proprietor has taken the precaution of putting up a sign of warming, but it is not heeded by many riders, who are allured by the smoothners of the road and knownothing of the dangerous curves and steep pitch.

> What is coasting? Of course every cyclist knows what it is, but if you were called on to define it to a person who knew nothing about it what would you say? They have been wrestling with this question in a small town in Virginia where an ordinance forbidding coasting and riding on the sidewalks has been adopted. This ordinance refers to "any person who . ordinance refers to "any person who . . shall allow his bicycle to run with gravity with the feet of the rider removed from the pedals." Elsewhere, it is believed, coasting is called coasting, and this is supposed to be the first case where describe it in legal terms has

Riders seeking to get to the good roads of Queens County by going through Brooklyn may now take advantage of the part of the Glenmore-ave, improvement that is already completed. This is the asphalt section, which extends for the greater part of a mile, and is now practically finished. It lies one block to the south of Liberty-ave, and can be reached by turning down Alabama-ave., going eastward, or Warwick-st., going westward. The eastern part of Liberty-ave., never good at its best, has been particularly bad of late, owing to the building of a sewer and the laying of a second car track, so that these who have been compelled to go over it are particularly desirous of seeing the early completion of the good road one block away. The time now fixed for the formal openof the Glenmore-ave, improvement is October 17, but it is doubtful whether it will be in readiness for use all the way by that time.

On none of the railroads of New-England are bicycles carried free, but there is no doubt that efforts will soon be made to secure the passage of laws similar to the Armstrong act in this State. On these railroads a new tariff for bicy cles has recently been adopted, allowing wheel meen to carry the "tools of their trade" at a lower cost than heretofore. The lowest charge is 10 cents, and this applies to all cases where A ray of hope shines on, however. This is the fare is less than 75 cents. Where the fare A ray of hope shines on, however. This is that the township will build a good macadam road to connect Port Jefferson and Patchogue. Freliminary steps have been taken toward this, but the voters must yet signify their assent at the poils. This they will have an opportunity to do at the spring election. It cannot be said that the poils are supported by the presence is extremely bright for a decision. ir favor of the outlay. Much of the way would fere with future attempts to secure the enact-

ment of laws declaring bicycles baggage. It is believed that 80 per cent of the bicycle business in that part of the country will come within the 10-cent rate.

The proposed use of bicycles in the Signal Corps of the Army and for other military purposes raises the question whether any bicycle can be advantageously used by soldiers if it has tires that are liable to be punctured. They are road. The corporation was formed some time and likely to find good roads in the sections of ago, but he italians about laying its tracks over | country they have to travel over, and the wheels country they have to travel over, and the wheels they ride must be subjected to extremely hard they ride must be subjected to extremely hard usage. It is possible that wheels with cushion tires will be found most serviceable, or else something in the way of unpuncturable tires will have to be devised. Such devices as are already procurable have small chance of answering the purpose, judging from the experience of the control of those who have tried them in this neighborhood One of the side issues to the bicycle business

> Referring to the statement recently made in this column about the ruin of hard "road edges" used by wheelmen in the process of road "epairing, a "Constant Reader of The Tribune's Cycling News" writes as follows: "I cannot quite agree to what you say on this point. I have had occasion to ride over country roads quite a good deal this summer, and I have seen something of the work of road mending. On the whole, I find the roads improved after the process, especially some rather steep hills that I have particularly in mind, and it happens that where a plough has been used by the roadside and the loose earth thrown into the middle of the road afterward, in many cases a reasonably hard path has been left, which wheelmen can take advantage of. am not sure whether this hard place is made by the scraper employed or the shovels of the men doing the work. I do know that it has been left for quite long distances in some places. All the same. I am heartily in favor of better roads, and think our country roads on the average are very

A rider who has had much experience over all sorts of roads makes this suggestion: "I am firmly convinced that a road inspector or superintendent of road repairers should be required to make his rounds on a bicycle. In no other way the condition of the roads. And this applies to asphalt as well as macadam. It is the custom. I believe, on railroads for the inspection car to carry a vessel containing paint or other colored matter, which slops over whenever an uneven place in the track is passed, and thus shows where repairs are necessary. I do not undertake to say that this idea could be applied to our macadamized roads and asphalted streets, but there cadamized reads and asphalted streets, but the is no doubt in my mind that a man on a bicycle can form the most accurate estimate of the need of repairs on the roads he passes over. Of course, when he encounters a depression it is easy for him to mark it some way, preliminary to the making of such repair as may be needed. An experienced bicycle rider and eminent sur

geon has written some valuable suggestions for cyclists, which have appeared in "The British Medical Journal." "Keep within your powers," is the first rule laid down by this authority, and one that is only too often disregarded. Whether the wheel be ridden for pleasure or for health, moderation is to be observed and fatigue avoided. This applies to the expert as well as the novice, to hill climbing and to riding on a level. The overexertion of cycling is more dan-gerous than that of almost any other exercise, consequently there is especial need of this in-junction. Scarcely less urgent is the need of junction. Scarcely less urgent is the need of having a well-made wheel, properly adjusted to the rider. Fever and other bad symptoms, often attributed as resultant from cycling, are really the results of fatigue, of overexertion, or from riding an unsuitable wheel. As to age limits, it may be said that no child under seven years should be permitted to ride. After old age is reached, care must be exercised to avoid accidents, simply because of the brittleness of the bones at that time of life and the difficulty with which broken ones can be mended. Otherwise, cycling is heartily commended to the aged. One case is cited of a man who learned to ride at the age of sixty-eight, and who had covered nearly 2,000 miles by the time he was seventy, with the age of sixty-eight, and who had covered nearly 2,000 miles by the time he was seventy, with the result that a chronic bronchial catarrh and result that a chronic bronchial catarrh gouty eczema had disappeared. Another at enty-four, almost confined to an armchair with rheumatism, began riding a trieyele, and at eighty-four was riding 100 miles a day. All this eighty-four was riding 100 miles a day. An this applies to both sexes. There is no reason why every sound woman should not ride a bleycle. With scarcely an exception there is a consensus of opinion that cycling is not only harmless to women and girls, but actually and highly beneficial for the cure of anaemia, atonic dyspepsia, functional nerve troubles, and even many cases of organic missingless. The woman rider of organic unsoundness. The woman rider should have a well-fitted wheel, just as one ould have walking boots properly fitted to the

THE DANGER OF HAVING TOO MANY WHEELMEN'S PARADES.

MICHAELS AND MURITY TO RACE UNDER THE AUSPICES OF THE QUILL CLUB-FURE

# MAN'S TIME FROM BUFFALO.

to get something for nothing. The sporting end of the public will pay liberally for first-class attractions, but still the bargain counter idea has spread to sports, and the people have been educated up to looking for This was illustrated on Saturday night. when two mighty throngs turned out, one to witness the formal opening of a new drygoods house in Sixththe formal opening of a new drygoods house in Sixth-ave., while possibly 100,000 people packed the Boule-vard to witness a night becycle parade. There were three bleycle parades in this district on Saturday, and yet the idea seems to be as popular as ever. In fact, anything that has a bleycle in it, at present seems to have wonderful magnetic powers. Bleycle parades, if overdone, are bound to be stupid affairs, and it would not be a bad idea for the parade promoters to give these shows a rest, at least until next spring.

The much-talked-of match cycle race between "Jimmy" Michaels, the professional champion of Great Britain, and Charles M. Murphy, of Brooklyn, is not off, as was rumored. The race will take place on the last day of the race meet of the Quill Club Wheelmen of America, which will be held on Friday Wheelmen of America, which will be held on Friday and Saturday, at Manhattan Beach. All the necessary pacemakers have been secured, and "Tom" Eck, who is managing Michael's Interests, telegraphed the Quid Club Wheelmen to go ahead and arrange the details. Besides Michaels, Murphy and the Jallu Brothers, of Parls, entries have been received from Cooper, Butler, Bald, Stevens, Wells, John S. Johnson, Earl Kiser, Longhead, Otto Zeigler, A. D. Kennedy, A. B. Rich, O. S. Kimble, H. H. Maddox, J. F., Starbuck, L. H. Callahan and others fully as prominent in cycle racing.

Frederick C. Fuhrman, of Buffalo, who arrived in this city on Saturday, did not make the record he exthis city on Saturday, and not make the pected. Fuhrman thought that he would make the trip to the City Hail in about forty-eight hours, but the best that he could do was fifty-four hours and ten minutes. Fuhrman said that the roads, with the exception of those in the vicinity of Syracuse, are in good condition. The rider was on his wheel all of

An effort will be made by H. Hall, the three-times winner of the Irvington-Millburn road race, and Les-ter Beasley, of the Kings County Wheelmen, to break the record between the Kings County Wheelmen, to break the record between the Kings County Wheelmen club-house to Patchogue. Thomas Hall held the old record of three hours and nineteen minutes, Lester Beasley broke this record on Labor Day, making the distance in three hours and five minutes.

Bleyole races will be held in conjunction with the fifty-fifth annual exhibtion of the Queens County Agricultural Society, at Mineola, Long Island, on September 23, 24, 25 and 25. One race will be run on each day. The contests will be a one-mile novice, one-mile handicap, two-mile handicap and a three-mile

Many of the bicycle factories have shut down en-Many of the disconstructions have shull down en-tirely for the present. Most of them will open up-with a rush about October 15. The general cycle-business will begin to pick up about the same time. The old makers are more cautious than formerly, which is probably a good thing all around.

Cyclists desiring to join the League of American Whee men may obtain full printed information and membership blanks by sending name and address to the Cycling Editor, Tribune.



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### AUSTRALIAN FEDERATION.

IT IS DESIGNED TO SECURE INTERNAL FREE TRADE.

A POSSIBLE STEP TOWARD COMPLETE AUTONOMY AN ENLARGEMENT OF LCCAL POWERS WHICH WILL BE INSISTED ON-VIEWS

OF MR. FARNELL, OF NEW

Frank Farnell, who has been for ten years mber of the New South Wales Legislature, and Government of the colony, arrived in this city a few days ago. He comes principally on a pleasure trip, but incidentally he will also gather political it formation which he deems of value to his constitiency. Mr. Farnell is deeply interested in the de velopment of the fishery and agricultural industries of New South Wales, and it is also his intention to make himself acquainted with the conditions which control those pursuits in this country. From here Mr. Farnell will go to Washington, where he will present credentials from his Government to Presitration. Mr. Farnell's father was for some Premier of New South Wales. In the course of an interesting conversation with a Tribune reporter on matters pertaining to Australia, Mr. Farnell, after explaining the object of his visit here and his desire to demonstrate to practical men of capital the many formant fields of wealth in Australia that are ready to respond to enterprise, said

"New South Wales has suffered in the past from the fact that a wrong class of people has settled there to develop either the land or industries. They have not been experienced or practical men. We Australians look to America as the land of enter prise and invention, and naturally anything that I may bring back to the colony, after observation here, will be valued.

ROOM AND WELCOME FOR ALL.

"The timber, fishing, fruit-growing, mining and agricultural industries have all been neglected in Australia. We have any quantity of room for people interested in these directions, and the disposition of the people of New South Wales is to cultivate as much as possible the feeling of brotherhood which prevails between the American and the Australian We always look with pride and pleasure to the progress which the United States is making, and often refer in our public utterances to such men as Washington and Grant.

"New South Wales holds to a free tariff. raise our revenues mainly by the imposition of duties upon intoxicents and narcotics. other commodity which is taxed is sugar, pays a duty of \$25 a ton, but even that will cease in the year 1900. The other means of raising revenue is by direct taxation of a penny on the pound sterling on the unimproved value of land, with exemption of \$20, and sixpence on the pound on all incomes over (300 per annum turns from the railways, which are mostly State owned, gives us a revenue of \$50,000,000, which enables us to carry on the government of the "The Government has spent about \$206,000,000 on

the construction of railways in the colony, and the policy has been attended with so much success that they would realize to-day on the London market at least \$300,000,000.

### AUSTRALIAN POPULISTS.

"However, I have not the slightest doubt that we should have more private lines in the country than exist now were it not that the labor element was so strong in the Legislature. This ele-ment, which I can best liken to the Populists of your country, and in some respects to Mr. Bryanjudging from the policy he advocates-has done much to retard the growth of the country. Always any proposal for the development of the reources of the colony which may emanate from private individuals is viewed with alarm by this Labor party, as it is called. They seek to have everything controlled and run by the State. They seek to have the hours of labor and rates of wages set by the Government, but such monstrous proposals will never be entertained. The Labor par.y is in a minority, but by coalescing with the op-The great American public likes nothing better than position, with the aid of what might be called

position, with the aid of what might be called a 'snap' division, they might easily defeat the Ministerialists.
"But the present Government, fortunately for itself, devised a programme which embodied a great deal of what the Labor party have been calling for. But as soon as that programme has been disposed of, a coalition will take place between the protectionists and the free-traders to prevent the harm and injury which is likely to accrue, if the opinions of the Labor party should be carried out further. I have no doubt that this Socialistic party will be unheard of in New South Wales after the next two years. two years.

#### COLONIAL FEDERATION. "The colonies of Australia are separated at the

present time by tariffs, but the day is not far dis-tant-1 think it will come in two years-when some practical shape will be given to a new Constitution for the federation of the whole of the colonies. In fact, the proposal has already gone so far that just as I left Australia the Federal Enabling bill was passed by the several parliaments. This has for its purpose the creation of a convention for the purpose of drawing up the new Constitution. The proposed Constitution will then be submitted to the people and to the different legislatures for their approval. "Hitherto the people of the different colonies have en living more like enemies than brothers because we are at war in regard to our tariffs. In order to wipe these differences away and to enable us to live as one united nation, it is necessary for us to federate. This federation will of course be under the Crown of England, because as yet there does not seem to be any great disposition on the part of the Australian colonies to seek any other Constitution.

## INTERNAL FREE TRADE.

"As to the ultimate policy that will be adopted by Australia as a nation, I can only say that that will be a matter left to the new Federal Parliament to decide. But we will gain one great advantage therefrom, and that will be internal free trade. Certainly if we decide upon protection as regards imports, England will be affected like other countries. Victoria, Queensland, South and West Austraila are protectionist, only New South Wales being on a free trade basis."

Mr. Farnell was asked now the Australian people looked upon Joseph Chamberlain's Imperial Federation scheme, and he repiled that people generally in Australia looked upon it with suspicion. "We don't want to be tied forever." he said significantly, "to the appon-strings of the old country. I have not the slightest doubt that when our own federa scheme has been carried through in the colonies and the population has been increased, a demand will be made for entire separation from England. At the present time the colonies are called upon to pay their proportion toward the expense of protecting the country by British ships of war. New South Wales pays \$150 a year, and the other Australiar colonies pay about the same amount each. The exact figures are based upon a basis of the population. don't want to be tied forever." he said significantly,

#### SENTIMENT FOR SEPARATION. "Yes, on the whole the people at the presen

moment are loyal to the Crown, but yet they like independence, and the desire for it appears to be growing. For one thing, they don't want to have their actions controlled by Downing Street. I de not think for a moment that when our federation is accomplished the people will approve the Govern-ors of the States being appointed, as now, by the English Government. The people will insist to future on electing their own Governors. However as a sort of connecting link it is likely that w may agree to have a Governor-General appointed by the home Government, but even that may become irksome, and once that tie is broken, Australia wil endeavor to follow the example of America and be

endeavor to follow the example of America and become a republic.

There is one great cause for dissatisfaction in Australia regarding the home government, and that is the right which the Privy Council reserve to itself, to act as a court of firal appeal in legal disputes. We consider that our own courts, which have more facilities for acquiring local information and evidence, should be the last resort of justice and should have the privilege of deciding the rights and wrongs of a case, and not a body that is 12,00 miles away.

Before closing the interview Mr. Farnell said that

miles away."

Before closing the interview Mr. Farnell said that Colonel Bell, the United States Consul for New South Wales, had done excellent work in dissembnating information in Australia upon the progress and resources of America, and he added that Colonel Bell himself was looked upon as one of the stanchest and most diplomatic toreign representatives in the colony.